



Hoosiers on the Move, the Indiana State Trails, Greenways & Bikeways Plan – Progress Report January 2013

Hoosiers on the Move, The Indiana State Trails, Greenways & Bikeways Plan was released in 2006. The plan set a goal of having a trail within 7.5 miles or 15 minutes of all Hoosier residents by 2016. The plan also established a visionary system of statewide interconnected trail arterials. Following is a summary of the trails plan progress made over the past seven years.

Ultimate Goal: A trail within 7.5 miles or 15 minutes of all Hoosiers

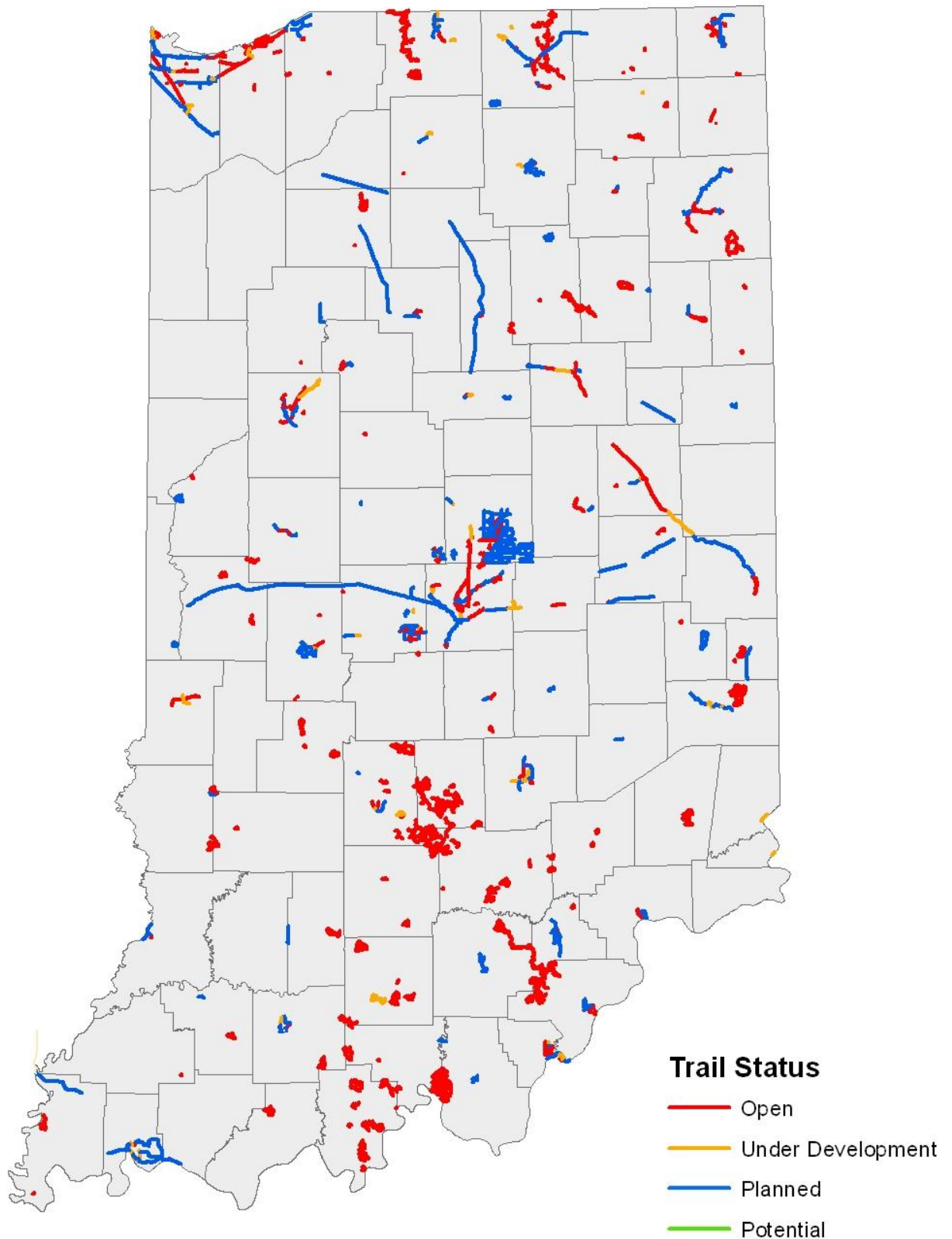
In 2006, when Hoosiers on the Move was released, 83% of Indiana residents had a hiking, biking, or equestrian trail available within 7.5 miles of their home. As of January 2013, Indiana now has a trail within 7.5 miles of 97.5% of all Hoosier residents. By 2013, we expect to get closer to the 98% mark toward this goal. These results indicate a 15% increase over the 82.9% of residents being within 7.5 miles of a trail in 2006. This analysis excludes boating/water trails and trails open for use by motorized vehicles. See chart below and map on page 4.

HOOSIERS SERVED BY TRAILS

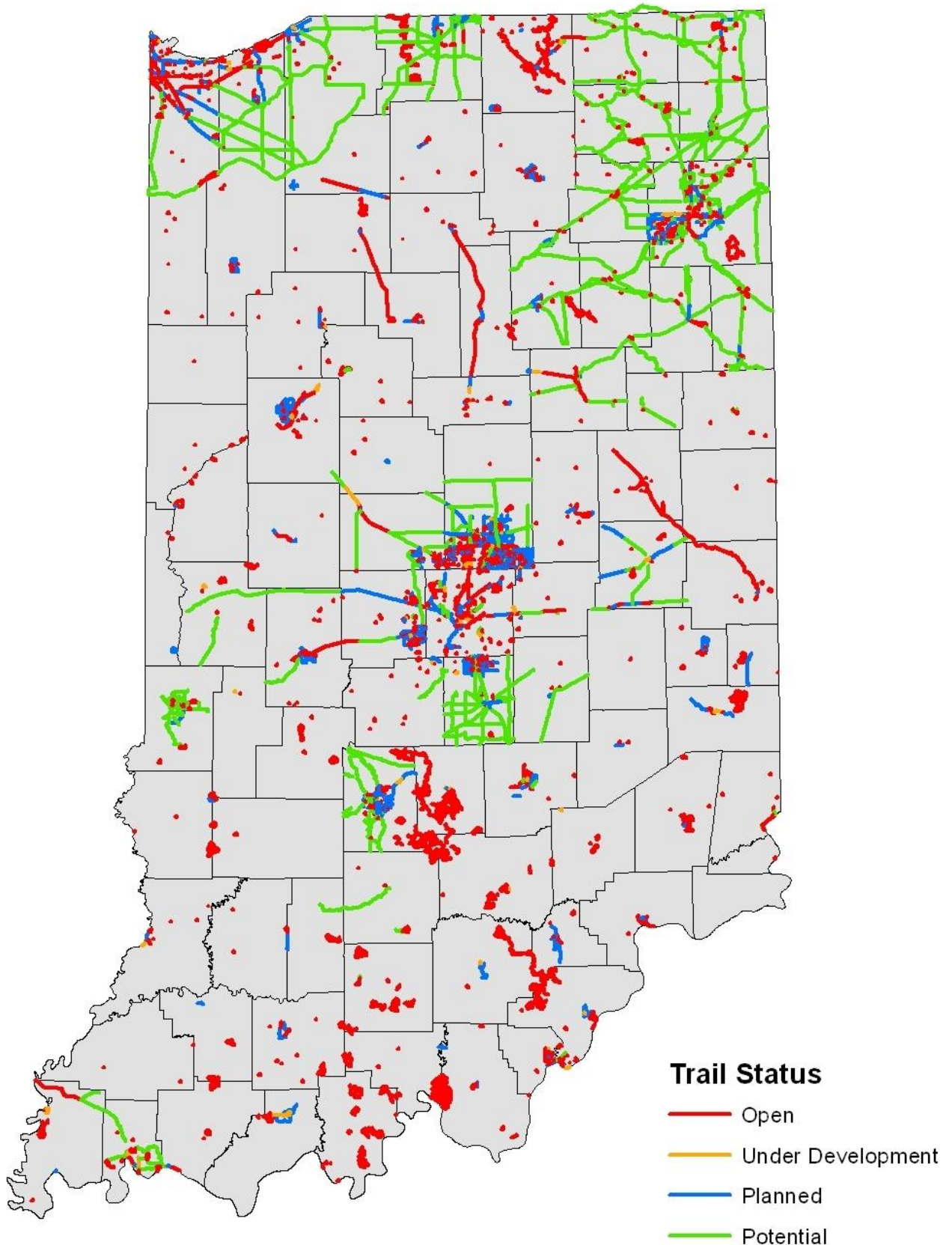
POPULATION 2010	6,483,802	SERVED
2006	5,374,344	82.9%
2012	6,347,887	97.9%
2013	6,328,499	97.9%

In 2006, Hoosiers on the Move reported 2074 miles of trail open to the public. Post 2006, it was deemed more accurate to use trail miles calculated from actual geography as opposed to reported/estimated trail mileage. Also, boating/water trails have since been removed from the trails inventory to make the inventory more amenable to analysis and reporting. Using the current reporting methods, trail miles open to public in 2006 would have been 1542 miles. As of January 2013, the Indiana Trails Inventory was showing 3181 miles of trail open to the public. This reflects an increase of 1611 miles of open trail. However, more than half of the trails added to the trail inventory during the past six years were actually in existence before 2006, so it is estimated that approximately 650 miles of new trail have been added since 2006. An additional 110 miles of trail are in the process of acquisition and/or development. It should also be noted that a new category of trail, potential trails, is now being tracked within the trails inventory. See the following trails inventory maps for 2006 and 2013.

Indiana Trails 2006



Indiana Trails 2013

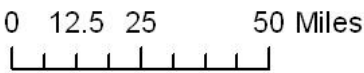
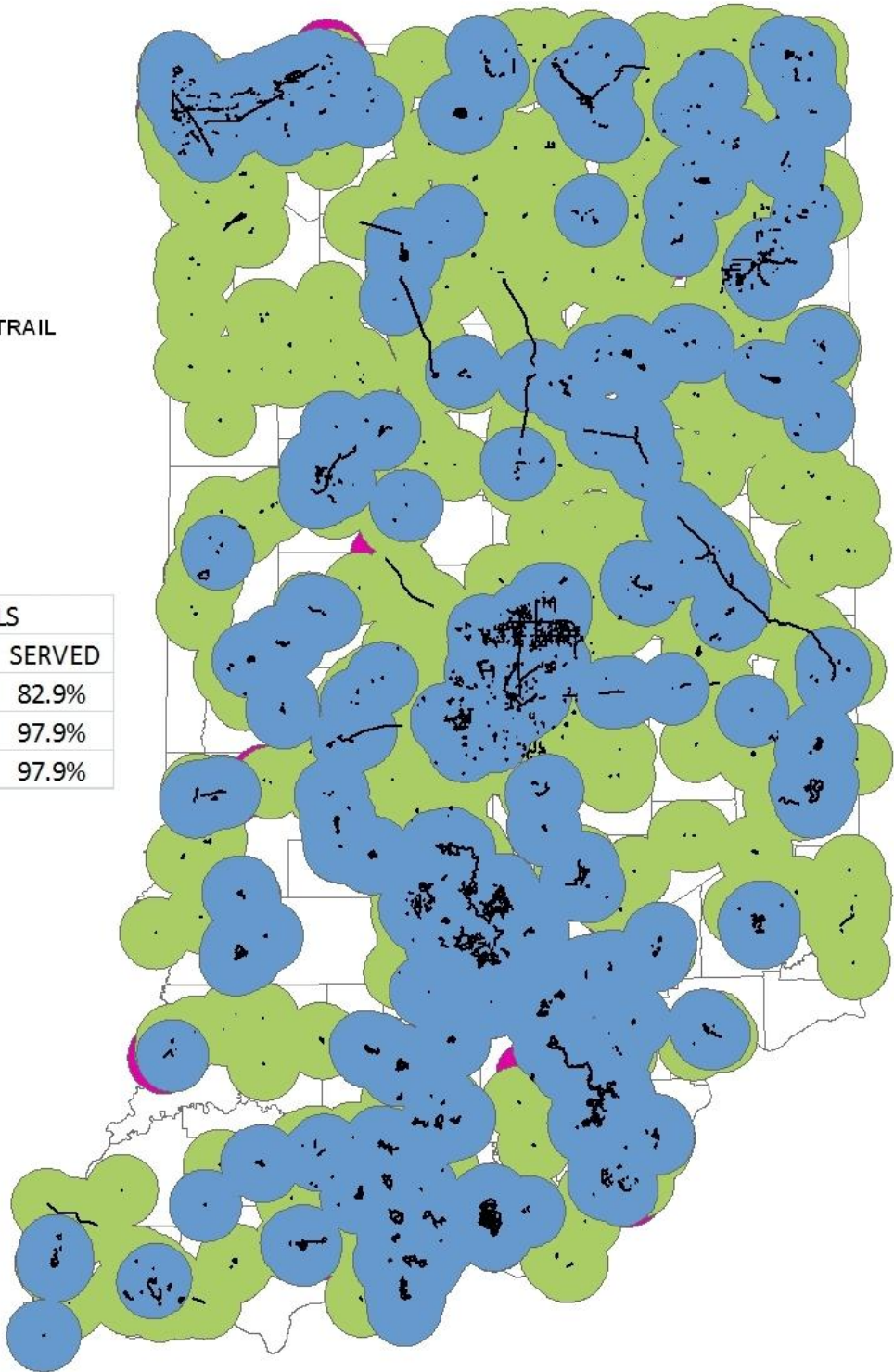


Indiana Trails 2006-2013

POPULATION WITHIN 7.5 MILES OF TRAIL

- Trails
- 2006 Open Trails
- 2012 Open Trails
- 2013 Projected Trails

HOOSIERS SERVED BY TRAILS		
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January 2013

Visionary Trails Progress

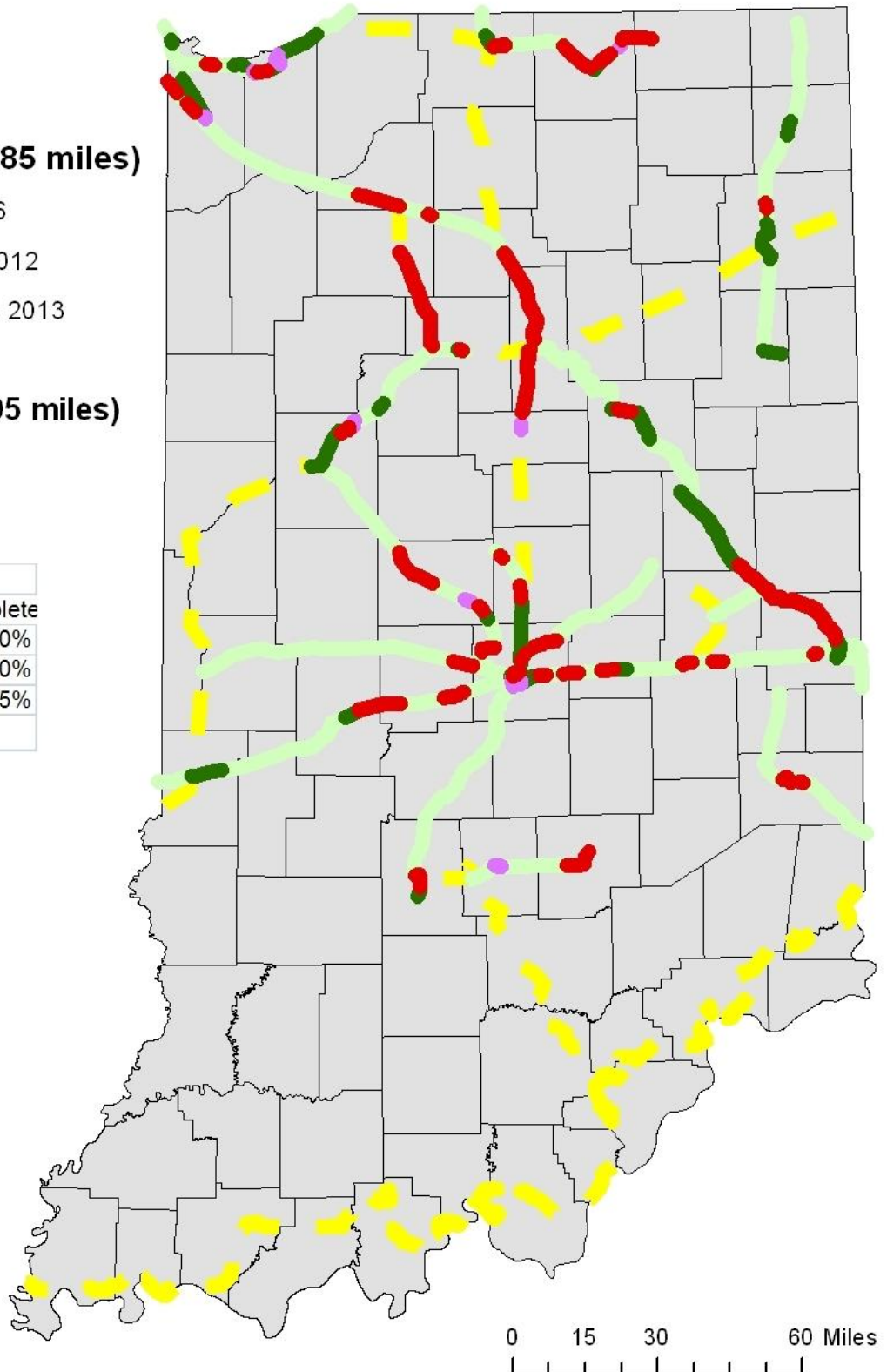
Visionary Status (985 miles)

- completed by 2006
- completed 2006-2012
- to be completed in 2013
- Priority planned

Potential System (795 miles)



Visionary Status		
Year	Trail Miles	% Complete
2006	130.02	13.20%
2012	194.00	32.90%
2013	15.35	34.45%
total	339.37	



State Visionary Trails

Hoosiers on the Move established a visionary statewide system of interconnected arterial trails. The priority visionary system of trails would be close to 1000 miles in distance when complete. In 2006, 130 miles of this visionary system were complete. As of January 2013, an additional 194 miles of this system has been completed, more than doubling the miles of completed visionary trails since 2006. At least another 15 miles is expected to be completed by the end of 2013. This would put the priority visionary trail system at over 34% complete by the end of 2013. It should be noted that Hoosiers on the Move did not propose a timeline for completion of the state visionary trails. See map of visionary trails progress.

Noteworthy State Visionary Trail projects that have been completed in recent years include:

- **Cardinal Greenway:** Addition of 20 miles of trail to the existing 30 miles of the section between Muncie and Richmond making this the longest contiguous rail-trail in the state.
- **Nickel Plate Trail:** Extended by 20 miles from Peru to Rochester
- **Panhandle Pathway:** 20 miles of trail built from near Logansport to Winamac
- **Farm Heritage Trail:** Acquired land for 15 miles of trail and built 10 miles of trail in Boone County.
- **Erie Trail:** 9 miles of trail built from North Judson to U.S. Hwy 35 in Starke County.

Trail Funding

When Hoosiers on the Move was released, Governor Daniels pledged to double funding of trails from \$10 million to \$20 million annually. The primary means of accomplishing this was directing a larger percentage of annual federal Transportation Enhancement funding toward bicycle/pedestrian projects. This included substantial amounts of American Recovery and Reinvestment Act (ARRA) federal stimulus Transportation Enhancement funding that was made available for trails in Indiana. Another major source of trail funding has been the federal Recreational Trails Program. State funds and private funds for trails have also been secured and directed toward trails since 2006. Below is a summary of several special funding initiatives.

- Acquisition of abandoned railroad land - \$1.5 million state funds
- Lilly Endowment grants - \$1.25 million private funds
- State Trail Grant Program - \$19.3 million state funds
- ARRA Transportation Enhancement Funding - \$34 million federal funds

Conclusions and Recommendations

The ultimate goal of Hoosiers on the Move, a trail within 7.5 miles of all Hoosiers, has virtually been realized. In going from good to great, now may be time to raise the bar and set a new goal of having a trail within 5 miles of all Hoosier residents. In addition, the build out of the nearly 1000 miles of the State Visionary Trails has progressed quickly by completing several extensive trail corridors that had already been acquired. Continued progress toward development of the State Visionary Trails will require a more strategic approach to fill in gaps and make connections between these trails. By completing several of the longest rail-trails in the state, Indiana can boast of having many more destination trails that will enhance tourism, promote healthy lifestyles, and help boost economic development along those corridors and in surrounding communities.